

Jld 512

CLASSIFICATION SECRET [REDACTED]

East Germany

COUNTRY

REPORT NO.

25X1

Puetnitz Airfield

TOPIC

see below

EVALUATION

PLACE OBTAINED

25X1

26 August to 23 October

DATE OF CONTENT

DATE OBTAINED

E PREPARED

23 November 1953

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REFERENCES

PAGES

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ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 26 August 1953, there was intensive air activity at Puetnitz airfield. Formation flying was observed being practiced by three squadrons each with nine aircraft. An innkeeper stated that the field was occupied by about 45 MiG-15s or U-MiG-15s which generally conducted intensive air activity. Informant further said that, in July 1953, a radar set on Koeppenbergr had been rammed by an aircraft which subsequently crashed.<sup>1</sup> [REDACTED] on 26 August that a radar set at the field was in operation. 2 25X1
2. Between 28 August and 8 September, there was air activity at irregular times by MiG-15s or U-MiG-15s which took off individually. During the period from 28 August to 5 September, twin-engine aircraft with double rudder assemblies were repeatedly observed flying. On 3 September, 18 MiG-15s or U-MiG-15s, 3 twin-engine aircraft and 1 high-wing monoplane were counted at the field. Between 7 a.m. and 10 a.m., there was intensive air activity including individual flights and acrobatics. Between 10 and 18 September, there was only little air activity; it was considerably lighter than during the period from mid-July to mid-August. 1
3. On 5 September, a radio installation consisting of five masts was observed about 500 meters northeast of the intersection of the spur track to the field and the Damgarten-Dechowshof road. Near the masts were four small temporary buildings one of which housed a truck. The Token-type radar set was located at its previous place. 2
4. In early September, a local resident stated that empty railroad cars had been observed standing on the loading ramp of the field on several days, billeting equipment would be hauled to the loading ramp toward the evening, and that on the following morning the cars had usually disappeared. 3 At about 11 p.m. on 10 September, another local resident observed a long train with express train coaches occupied by Soviets at Damgarten railroad station.<sup>4</sup> Every day since early September, Soviet soldiers wearing black-bordered blue and red-bordered black epaulets and female Soviets with black-bordered blue epaulets have been observed on town leave in Ribnitz and Damgarten.

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5. At about 1 p.m. on 5 September, a Horch-diesel truck [redacted] occurred by two VFL officers and 3 MI with the same service color, passed through Dangarten and proceeded on the Dangarten-Dechowshof road. The truck finally left the latter road and turned to the west toward the airfield.

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6. [redacted]

[redacted]

[redacted]

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[redacted]

7. In September, some MiG-15 or U-MiG-15s occasionally practiced [redacted] and twin-engine aircraft with double rudder assemblies repeatedly took off from and landed at the field. Between 5 and 18 October, there was little air activity. Around noon on 6 October, three MiG-15 or U-MiG-15s took off and made local flights. A twin-engine aircraft and a biplane landed shortly after 5 p.m. At 4:40 p.m. on 13 October, two swept-back jet aircraft were observed about 1

8. On 19 October, 16 boxcars carrying personnel without weapons left the airfield. An interpreter stated that a shipment with recruits arrived from the USSR on 21 October. 4

9. [redacted]

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10. On 18 and 21 October, there was air activity by swept-back jet fighters which took off individually. On 18 October, twenty swept-back jet fighters were parked south of the runway between Koeppenbergl and Schaeferel. 1

11. A new radar set which rotated was observed at the former location of a radar set near Koeppenbergl. 2

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12. A railroadman stated that, in early October, small shipments of AA guns, trucks and personnel left Puetnitz and proceeded toward Rostock and Neubrandenburg. On 15 September and 5 October respectively, trains consisting of 8 to 10 express train coaches and 6 boxcars with air force officers, dependents and luggage left Dargarten for Frankfurt/Oder via Stralsund. In September, larger shipments with personnel, dependents, baggage and motor vehicles departed from Puetnitz toward Frankfurt/Oder and a train consisting of express train coaches carrying air force officers arrived in Puetnitz, coming from the direction of Neubrandenburg.

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1. Comment. In late August 1953, Puetnitz airfield was occupied by two fighter regiments. One regiment transferred to Neubrandenburg, while the former VPL training regiment from Welzow arrived in Puetnitz. According to the present report, the latter regiment apparently exchanged personnel and the aircraft were parked in the hangars. It is assumed that the regiment will be stationed at Parchim airfield after completion of construction work there. Since early September 1953, Parchim airfield has been occupied by air force personnel from Puetnitz, probably an advance detachment of the regiment. The radar set on Koepenberberg which was allegedly rammed by an aircraft was of type SCR-584 (WHIFF).

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2. Comment. The Token-type radar set, which is located near the Koepenberberg, was previously reported for the first time.

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3. Comment. It is assumed that the billeting equipment was shipped to Parchim airfield.

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4. Comment. Probably personnel were being rotated.

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